

JULY 2021

THE NATIONAL

Falcon NEWS

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



ON THE COVER

Brian and Donna Michaelis (FCA #16384) of Omaha, Nebraska saved this 1963 convertible they've named Lotie from the parts heap. They've restored it and made it into a beautiful classic vehicle. Side-by-side this couple, members of the Beef State Chapter, worked with precision to make this car into exactly what they wanted it to be—Donna's dream car.

They converted the car to a V-8 and built the engine and transmission themselves. According to Brian, "It was lots of fun time together and a few stressful times but we got it done and she sure runs great!"

Be sure and check out their progress through photos in the article called "Project Lottie" beginning on page 9 of this online magazine.

EDITOR NOTE: Your July printed magazine should be arriving early July in your mailbox! It is different than this online version, so make sure you read both to catch all the articles. And, don't forget to us your photos and stories so your Falcon can be featured in our magazine.

To access the online magazine, technical articles, and membership directory, use password FCA1979!

IMPORTANT MEMBERSHIP INFORMATION

The link to the monthly online magazine on the website at falconclub.com is password protected and you must enter, when requested, the underlined password shown above to access the online edition.

For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—please contact membership@falconclub.com. To place a classified ad, email editor@falconclub.com. To submit FCA Regional event information, send information to editor@falconclub.com and admin@falconclub.com.

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

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Jim Guthrie
FCA President

With a restart of the printed National Falcon News we begin a new era. It will now be published quarterly in July, October, January and April. It will be 32 pages in color with more technical articles and Falcon features and it will recapture some information presented in the two months prior from the online magazine which will continue to be monthly. Please submit articles, photos, information to our magazine editor at editor@falconclub.com for publication.

Speaking of restarts, yesterday my home in the Kansas City area reached 90 degrees for the first time since last October and it felt pretty good. These days seem to be filling up with "first since _____"; you fill in the blank. The news reported that some folks that married last year are marrying again this year with all the family and friends present as they had originally intended. It would appear that normal is just about back and with good safety and health practices, we can resume the activities we enjoy with each other.

It is time to restart those monthly chapter meetings, to begin thinking about hosting a regional meet, a show-n-shine, a swap meet, or an FCA National Meet. Think about it, Dallas is just a few days away and 2022 will be here before you know it. I want to thank the Heart of Texas Chapter for hosting and doing all the hard work in an uncertain time, and I want to acknowledge and thank the Ohio Valley Chapter once again for all their efforts last year. I hope they will consider hosting in the near future.

I want to remind you that we will be considering some By-Laws proposals at the Business Meeting on Saturday; I encourage you to read up on them in advance. They're published in the June and July online magazines.

We will be holding elections for officers including two members of the Board of Directors. I want to acknowledge and thank Directors Dick Harrington and Mike Sigler for their invaluable contributions of time and innovation to the Board. You will be missed.

We are looking for a Recording Secretary. If you have any interest, the Club needs you. Please let me know.

Finally, look over your magazine from cover to cover. Check out the articles, features, and general information. If you have an idea for something more share it with me or with our editor. This is your magazine and this is your restart.

I hope to see you in Dallas and I thank you for being a part of the Falcon Family. Be safe and healthy, and be sure to bring a youngster along for the ride. The future depends on it.

Jim Guthrie (FCA #12897)
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P.S. Please check the Membership Roster on the website and make certain we have your correct phone number, street address and e-mail address..

THINGS TO SEE AND DO WHILE YOU'RE IN DALLAS/ FORT WORTH.

**AND, THEY ARE
ALL FREE!**



Heading to Nationals? We know there are lots of fun activities planned for attendees. But some people come in early or stay a few days extra. Just in case, here's some free tourist attractions you might want to check out in Dallas and Fort Worth, without breaking the bank.

JFK MEMORIAL PLAZA is a monument to honor President Kennedy as this was the spot of his assassination. The massive monument stands 30-feet high and 50-feet wide as is said to have been built to resemble an ancient tomb. It is free to visit, and is open 365 days a year. A definite piece of American history.

THE SIXTH FLOOR MUSEUM, located in downtown Dallas, chronicles the assassination and life of JFK from a cultural, social, and historical perspective.

PIONEER PLAZA CATTLE DRIVE is located in front of the Convention Center District of downtown Dallas. Pioneer Plaza celebrates and commemorates the trails that brought settlers to the city. Its shady trees, native plants, and flowing stream particularly make a refreshing escape right in the heart of Dallas.

FORT WORTH BOTANICAL GARDENS is home to over 2,500 species of native and exotic plants spanning over 100 acres. Bring a picnic, and lounge under the massive oak trees, stroll through the rose garden, and feed the turtles at the turtle pond.

SEE SOME COWBOYS AT FORT WORTH STOCKYARDS. Put on your cowboy boots, and head down to the stockyard to experience an authentic piece of western heritage. Every day at 11:30 a.m. and 4 p.m., you can watch Texas cowboys lead their herd of longhorns down the middle of the Stockyards on Exchange Avenue.

FORT WORTH WATER GARDENS is a little oasis in the city. It covers over four blocks of prime downtown real estate. It is home to a variety of water features including a main waterfall area that you can walk down into. Surrounded by beautiful oak trees, enjoy the meditation pool and several fountain pools as well.

SEE PICASSO AT KIMBELL ART MUSEUM located in the heart of Fort Worth's Cultural District. The Kimbell houses works from renowned artists such as Monet, Picasso, and Michelangelo. Not only will you love the artwork inside, but the building itself is a work of art. Be sure to stop and admire this unique piece of architecture while you are visiting.

ENJOY THE BEST IN AMERICAN ART AMON CARTER MUSEUM. With pieces ranging back to the 1830s, you can see back in American history. With over 30,000 photographic prints, this museum is a shutterbug's delight.

RIDE THE VINTAGE MCKINNEY AVENUE TROLLEY through Uptown Dallas for free! The McKinney Avenue Trolley operates 365 days a year and is a great way to just ride and see the Uptown part of the city, or hop on and off to enjoy the many shops, restaurants and bars in this trendy neighborhood.



IF YOU HAVE CHILDREN WITH YOU, CHECK OUT KLYDE WARREN PARK, a 5.2-acre park with free things to do with kids. With views of the Dallas skyline as a backdrop, don't miss a chance for a great family snapshot. Kids can enjoy the splash pad, playgrounds, and water fountains at the park's children's area.

DALLAS FARMERS MARKET is open daily, and is home to a wide array of shops and eateries. With its craftsmen, artisans, and vendors, it's also a great place to taste the cultures and flavors of Texas. Best of all, it's free to visit and browse!

WILD BILL'S WESTERN STORE is the best place to check out authentic Western clothing, jewelry, hats, boots, and buckles.

GALLERIA DALLAS features over 200 shops housed in world-class architecture and surrounded by luxurious interior design. If you're on a budget, the window shopping is free!

CATCH THE PERFECT VIEW of the Dallas skyline at sunset while standing on the Ronald Kirk Pedestrian Bridge, a footbridge located over the Trinity River. The bridge is the ideal spot for a skyline selfie.



IT'S RACE TIME!

BUY ONE OR BUILD YOUR OWN VALVE COVER RACE CAR AND JOIN IN THE FUN AT NATIONALS

Hey all you Falcon Lovers, remember it is time to start your planning on the Valve Cover Races. Each year for as long as I can remember this event has attracted both the young and young at heart with a competitive spirit to compete.

As in the past there will be classes for youth, women, men, and chapters. You can bring your racer from past years or build a new one at the show. While some valve covers are normally available at the show it is recommended that you bring your own to build. The hosting chapter will provide up to 24 kits and some tools to do the build. And the same valve cover can be raced in all of the classes as long as the driver's meet the requirements of the class.

The rules, kit specifications and assembly instructions are provided on the FCA website. Go to Events, under Events select Meeting Planning Guide, then select Valve Cover Race Rules.

This is intended to be a Fun, Friendly, Family style event; hope to see you there.

—Steve Springer



NEW FCA CHAPTER FORMING IN SOUTH WEST FLORIDA

A new Chapter is being formed in the South West Florida (SWFL) area. Any Falcon Club member that is interested in joining or just to receive information can contact Ray Chevalier (FCA #3076) at Snoopysdad@hotmail.com or 239-848-1278.

The exact area of coverage has not yet been determined and may depend on interest.



PROJECT LOTTIE

ADAPTED FROM THE POSTS OF BRIAN AND DONNA MICHAELIS

Sometimes you happen on a story that tells the meticulous workmanship of a rebuild in pictures. This 1963 Falcon convertible project car is one of those stories. Brian and Donna Michaelis (FCA #16384) of Omaha, Nebraska saved and restored a car headed to a parts heap, and made it into a beautiful show-worthy classic vehicle.

One thing I loved about the story is the family side to the work being done. Side-by-side this couple, members of the Beef State Chapter, worked with precision to make this car into exactly what they wanted it to be—Donna's dream car.

They are good storytellers and the pictures explain so much of the detail, it doesn't need a lot of extra words added to it. Here is the story of "Project Lottie."





Lottie, our 1963 Falcon convertible made her maiden voyage!

This car was essentially a parts car. Unfortunately it was very rusty. Donna Michaelis and I replaced the inner rockers, torque boxes, transmission upper crossmember, under seat brace, rear frame rails, full floor pan, new front suspension, new steering, new front disc brakes, rebuilt the rear end with posi, new leaf springs, new gas tank and fuel lines, new brake lines and dual master cylinder, new five-lug wheels and tires. All this in about nine months.

The car had sat for 13 years previously to us buying the car. Actually it sat much longer than that but the motor was rebuilt in 2006. The car was very special to the previous owner and it's now very special to us as well.

We saved another one, and that makes me happy.





Here we go. Project Lottie has begun.



8" rear end and V8 spindles from Jay Bo. Thanks buddy! Housing already stripped and ready for epoxy primer. Center section is with Bob getting 3.50 gears and a posi. Spindles already broken down and ready for blasting and paint as well as a disc brake kit.



Drilled some spot welds on the rear frame rails.





One side pretty much done!

Exciting day when my custom made inner rockers arrive.



As you'll see below, we are finishing the inner rockers. I cut the front sub frame rails and trans crossmember off,. Weird, the passenger side front rail looks good, clean it up and paint it. The driver's side however needs work, I'll leave it at that. Time to make something or buy something, I'll decide tomorrow.





The C4 transmission is completed. We gapped the piston rings as well as slipped them on the pistons. Then we cleaned the crank and dropped it in and torqued it down. Five thou of crank end play is just perfect. Soon we will have all the pistons in.



Who knew? A bacon cooker makes a great tray to hold all the valves and springs to keep them in order and from rolling around.





Another fun day with Donna. It's starting to look like a motor. Once the intake goes on everything will get a couple coats of acrylic enamel black.

We will push the car outside so we can scrub the engine bay down. Maybe we can meet our goal and fire it up in a couple weeks.





It's in!



Lottie and Donna Michaelis won Best Survivor at the Bennington car show!

"She always gets lots of admirers at the shows."



And, it's finished!

We took Lottie out for our Easter with some family—Omaha to Grand Island then to Minden, just about 400 miles!



**Hats off to Brian and Donna Michaelis on a job well done!
Thanks for sharing your story with us.
We look forward to meeting Lottie someday at a Regional or National Meet.**

I LOST MY MEN TO A HOT ROD FORD

If your garage was ever carpeted with wall-to-wall auto parts, you'll sympathize with this lonesome tale.

BY DOROTHY FREDERICKS

PRINTED IN *THE FORD TIMES*—JANUARY 1966

IMAGINE YOUR
OWN GARAGE
PICTURED HERE

Two fellows used to share this house with me—my husband and our teenage son. But for several years, all I've seen of them is evidence, greasy evidence, on doorknobs, T-shirts, carpets. I've lost my men to a monster out in the garage—a hot rod Ford.

It began when Glenn was 14. If he would earn the money for parts, Earl told him, we would get him a high-performance engine to rebuild. "And install in the old Ford? Super!" said Glenn.

"This will keep him off the streets," we told each other. Well, it did. But it also kept Earl out of the living room. And both of them a planet away from me. (Can any woman compete with a car?)

Before you rebuild an engine, you tear it down. "You can work at that during the week," Earl said. And Glenn approached the task full throttle. In three days, our entire garage floor was carpeted in wall-to-wall auto parts.

Two weeks later, we moved. What is it about men? The movers crated my crystal with an indifferent shrug, then turned and gave meticulous attention to 13 boxes of small engine parts—a cylinder block, two cylinder heads, and an intake manifold!

The first Saturday in our new home, Glenn and Earl decided to install, in the old Ford, an "easy does-it" floor-conversion kit. Teen age assistance arrived promptly. Within 15 minutes I counted five extra rear ends under that car. They didn't come up for air until eight p.m.—eight, the fashionable dinner hour when sensible people sip sherry by candlelight. I ate sloppy joes at the picnic table with seven mechanics, who streaked back to the garage.

They worked till eleven that night, began again the following morning. Late the next evening they finally announced: "It's finished; we hope!" Breathlessly we waited while Earl started the car and shifted the conversion unit to reverse. He let out the clutch and the car moved forward! He shifted to forward gear and the car backed up!

Seven male mouths, wide open, froze. But almost immediately seven male minds rammed into high gear. "We hooked 'er up backwards!" they shouted, and started all over, bending, reshaping, reshaping again that all-important linkage. Four hours later, the job was done right.

Three years of labor

For three years, father and son worked at the rebuilding; struggling to fit a big engine into space normally occupied by a smaller one. They drew blueprints; figured tolerances; fitted component parts together; continually stressed safety. Each time they'd finish a major job, they'd explain it: "This is the clutch, see. This is the lightweight racing flywheel. The clutch connects here, and that's how we get the new engine hooked up to the old transmission!" I'd nod, and try to look intelligent; but frankly it always sounded like "The shin bone's connected to the ankle bone" to me.

When the engine was at last rebuilt, Earl borrowed a chain hoist and he and the boys pulled the old stock engine up out of the Ford, the weight of it borne by two four-by-fours laid across the garage rafters in the attic. "Are you sure it won't slip?" I screeched. "Won't that weight collapse our house?"

Painstakingly the discarded engine was let down to the bed of a waiting pickup truck. Gingerly its carefully nurtured replacement was hoisted up. While it hung precariously, Glenn dashed inside.

"Any film in the camera?"

"Film?"

"Mom," he said, with a grin that was all sunlight. "When you guys built this house, you took pictures every day. And this is the most important day of all with my car!"

I gulped, and swallowed an unexpected swell of emotion as I suddenly realized how much this project meant to Glenn. I took the pictures of a huge, gleaming engine poised mid-air; of a weary, middle-aged man who loved his son very much; of an elated teen-age boy, fulfilling a dream he'd held onto for three long years.

The engine was installed. "That's that!" I sighed happily, eager to reclaim my men and return to a world without axle grease. I thought that was that.

In September, Glenn drove his car to college. But he spent every holiday out in our garage—installing a full-race cam; adding chrome rocker arm covers, generator covers and air cleaners; upholstering the Ford's interior; painting its exterior a deep dark burgundy.

The love affair between boy and car continued. Then, without warning, at the end of two years, Glenn fell for a sharp, sleek, up-to-date model—the kind girls notice. And he said: "I think I'll sell the old one and buy that car."

We turned and looked at the hot rod. It was wearing Glenn's heart on its burgundy fender. And Earl's. Part of my heart, too, though I never knew it till then.

"I still love her," Glenn said. "I always will. But, well, the other's really better for school, I guess."

He bought that sharp, sleek automobile and drove off to college, leaving us to sell the old one.

We ran one ad, mentioning "full race cam"..."much chrome." And the boys came.

"Torrid!" they said. "Cool, man!" We sold it to four brothers, all hot rodders. (Four hot rodders in one family? I shuddered.)

I could feel the finality of that moment, hear the door close. Now Glenn will find other loves!

But yesterday he came home from college and announced: "I miss that Ford so much I'll have to start all over! Think I'll restore a roadster next summer...or a little coupe...or..."





Printed in Hemmings Classic Car, May 2021 and hemmings.com
Submitted by Wally Tirado (FCA #5178)



Grille differences between the 1964 and 1965 model years become evident when comparing the lead photo of the 1964 Sprint convertible to this image of the 1965 Futura hardtop.

Just because the Falcon was a low-priced economy car, that didn't mean that it wasn't satisfying to own. Ford referred to the redesigned 1964 and 1965 editions as its "Total Performance" compact. That philosophy also extended to the larger models and took into account styling, handling, roadability, acceleration, braking, efficiency, and more.

Sure, a buyer could've gone the bare-bones route in 1964 and become a fuel-savings connoisseur by driving a base Falcon two-door or four-door sedan, featuring the standard beige cloth-and-vinyl interior (more colors for 1965) with a full-width front seat, rubber floor mats, and 144-cu.in. straight-six (170-cu.in. for 1965). Yet, with the 1964 and 1965 Falcon lineups providing avenues for boosting image, power, and comfort, why stop there?

Stepping up in price, the 1964 Futura two- and four-door sedans added full carpeting, chromed horn ring on the steering wheel, courtesy lights, rear armrests and ash trays, lighter, and upgraded color-keyed upholstery choices and exterior trim.

The 1964 Futura hardtop and convertible also had the full-width front seat, but the sport coupe and sport convertible came with buckets and a console. A Thunderbird floating rearview mirror was included, and the droptop had a larger 170-cu.in. straight-six and a power top.

Upscale Sprint hardtops and convertibles featured a 260-cu.in. V-8 (289 for 1965), "sports-type" steering wheel, all-vinyl trim, and wire wheel

covers. Bucket seats, console, and tach were listed as standard in an early brochure, but optional in a later one. For 1965, the Sprint included bucket seats, and the convertible received a console, but the special steering wheel and wire wheel covers were dropped from it.

Though the Falcon line also had station wagons, a sedan delivery, the Ranchero, and even vans, they aren't included in this buyer's guide.

OPTIONS

A sampling of originally available options that can improve your driving experience, add style or comfort, and increase value include power steering and brakes, A/C, radio, rear-seat speaker, vinyl top, padded dash, electric clock, full disc or simulated wire wheel covers, simulated knockoff wheel covers (1965), tonneau cover for convertibles, rocker moldings, and a remote trunk lid release.

BODY

Ford designers sharpened their pencils and styling direction in modernizing the Falcon, which measured 181.6 inches long and 71.6 inches wide, and offered crisp new lines. Several Diamond Lustre Enamel solid colors were offered, as were two-tone combinations for certain body styles. An optional convenience package added distinctive body trim, bright drip moldings, a hood ornament, and a few interior items to the base model in both years. Futuras and Sprints sported bright side- and rear moldings, and the grille and body trim were revised for 1965.

properly because if they don't, it may not be the door hinges that need attention. The culprit may instead be body sag from inner rocker panel rust.

In 1964, the body trim was anodized aluminum but, for 1965, it was stainless and more durable. Finding missing pieces can be a chore, so ensure all are included with the sale.

ENGINES

The 1964 offerings sipped regular fuel with compression ratios of 8.7:1 and 8.8:1. Engine choices included the 85-hp 144-cu.in. Falcon Six, standard in the base model and Futura hardtop and sedans; the 101-hp 170-cu.in. Special Six, standard in the Futura convertible, optional in others; the extra-cost 116-hp 200-cu.in. Special

Six; and the optional 164-hp 260-cu.in. two-barrel Challenger V-8. The same 260 with engine dress-up items and "power-boosted" air cleaner and muffler was the only offering for the Sprint. All V-8 Falcons employed a larger radiator.

For 1965, engine output increased via top-end breathing improvements and slightly higher compression ratios for the sixes and the V-8, which also gained displacement. Alternators replaced generators, and fuel tank capacity increased to 16 gallons from 14. The 105-hp 170-cu.in. Falcon Six was standard, the optional 120-hp 200-cu.in. Fairlane Six was upgraded to a seven main bearing bottom end, and the big news was the arrival of the 200-hp 289-cu.in. two-barrel-topped Challenger V-8, which replaced the 260.



ABOVE: This 1964 Futura sedan shows off its tail- and quarter-panel trim. The "V-8" emblem depicted on the fender wasn't used in production. BELOW: New body-side trim for 1965 Futuras and Sprints was accented with white, red, or black paint. The decklid, instead of the tail panel, now sported brightwork. Additional trim was added to the taillamps. The gas cap shown is from a '64.





ABOVE: The 260 Sprint engine for 1964 featured chromed accents, but in the production models the chromed tops of the shock mounts shown in this factory photo were painted, the air cleaner was different, and the battery was on the opposite side. **BELOW:** The 170-cu.in. straight-six engine was rated at 101 hp in 1964 and 105 hp in 1965. Note "Falcon Show Car X-511-2" written on the cowl-to-shock-tower brace of this 1965 model.



It came in the Sprint, but without the engine dress-up items and special air cleaner and muffler of the previous year. The 289 was also optional in other models.

WHAT TO LOOK FOR

The engines and running gear have proven reliable. According to Steve and Dick, cooling systems in the V-8 Falcons can sometimes get overtaxed in harsh conditions. Otherwise, checking for fluid leaks, odd noises, rough running, smoke, poorly done repairs, and lax maintenance should suffice.

DRIVETRAIN

An 8.5-inch clutch was paired with six-cylinder engines and the standard three-speed transmission was synchronized in second and third gears. A 10-inch clutch was behind the V-8s, and its three-speed was synchronized in all forward gears. A floor-shifted Borg-Warner T10 four-speed (a few cars had Toploaders) was optional for the V-8. The two-speed Ford-O-Matic was offered at extra cost for all engines, except the 144 six, but was mandatory with the 200 Special Six. It was replaced by the optional Cruise-O-Matic, C4 three-speed automatic for 1965.

Ford's 7¼-inch Salisbury-type rear axle was used with six-cylinder models, and a larger-diameter driveshaft and an 8-inch Hotchkiss-type axle backed the V-8. Various rear gear selections were matched to the powertrains and options. The ratios were reduced for 1965, and a limited-slip differential option debuted.

WHAT TO LOOK FOR

Generally, the manual and automatic transmissions and the rear axles are durable. However, Dick says that the optional Dagenham four-speed used in 1964 behind the 170 six-cylinder engine was weak, and replacement parts aren't readily available to fix it.



TOP: Seats, steering wheel, and controls were repositioned for 1964 for a roomier feeling according to Ford. Cloth-and-vinyl and all-vinyl upholstery (as was used in the Sprint) were offered for both years, and applications depended upon the model. **RIGHT:** A "sports-type" steering wheel was standard in the 1964 Sprint, and bucket seats, console, tachometer, four-speed, and radio are shown. The 1963-style interior door and window handles, which were updated for 1964, are in this photo and the previous one. **BELOW:** The dash trim used in Futuras and Sprints was subtly revised for 1965, as were other interior items.





Minimal brightwork was applied to base models like this 1965 two-door sedan. Even the hood ornament isn't supposed to be there, as it was included in an optional convenience package that this example doesn't have.

CHASSIS

The 109.5-inch-wheelbase Falcon featured single unit-body/frame construction. Torque boxes and thicker metal in key underbody areas came with the V-8. Convertibles employed so much more stiffening that the floor revisions required differences in the front seats and their tracks compared to the closed-roof models.

Ball joint-equipped front suspension had coil springs and shocks mounted on the upper control arms, strut-stabilized lower control arms, and an anti-roll bar. Asymmetrical leaf springs and diagonally mounted shocks were in the rear.

The V-8 chassis' springs and steering systems were beefier than those with the sixes, drum brakes were 10 inches versus 9 inches, and the wheels were retained with five lug nuts instead of four. Slightly wider tires were used on the 13-inch wheels for V-8s and convertibles, and

14-inch wheels were introduced at some point.

Recirculating-ball-type steering provided 5 turns lock-to-lock with manual or optional power assist in 1964. For 1965, the system for the V-8 was revamped with different parts and improved geometry to increase durability and reduce effort, as well as noise transfer to the cabin. Power assist now employed a quicker ratio, for 3.5 turns lock-to-lock.

WHAT TO LOOK FOR

Try to get the car you're considering inspected by a mechanic and/or Falcon expert and raised on a lift for a better view of the undercarriage. Check for significant rust, leaks, excessive wear of the suspension parts and bushings, uneven tire wear, evidence of a collision, and anything that looks unsafe. If a V-8-equipped Falcon you're examining used to be a six-cylinder

car, ensure that all of the factory upgrades (or even stronger mods) were also installed during the swap.

VIN AND DATA PLATE

The first digit of the VIN is the last number of the model year, the second is the assembly plant, third and fourth denote the body serial code, the fifth is the engine, and the rest comprise the consecutive unit number. A data plate on the driver's-side door provides codes for the body style, color, trim, build date, rear axle, and transmission, as well as a district sales office item number and the vehicle warranty number. Though space doesn't permit decoding of the VIN or data plate here, various other sources are available to do it. The engine codes are F = 260 (1964); C = 289 (1965); S = 144 (1964); U = 170; and T = 200, so now you can at least decipher which one the Falcon you're considering was manufactured with.

TEST DRIVE

Like any car, the proper operation of the powertrain and all onboard systems and options should be checked when examining and test driving a prospect, as should fluid levels and condition. When considering a T-10 four-speed Falcon, Dick also says to see if the shifter pops out of third gear on deceleration. Steve relates that the C4 automatic for 1965 can leak if the car sits for a long time.

REPLACEMENT PARTS

Used body parts can still be found, but reproductions of the hood, fenders, floorpans, shock tower assemblies, radiator support, battery tray, trunk floor, rocker panels, decklid filler panel, quarter panel skins and patches, wheelhouses, taillamp panel, bumpers, and more are available, as are convertible tops. Frame rail sections aren't reproduced, however.

Most mechanical items for the powertrain, suspension, brakes, and fuel system remain available, aided by the Falcon's kinship to the Mustang, Comet, and Fairlane of the era, and some driveline parts of the Maverick, Granada, and Monarch that came later.

New glass and weatherstripping can be had, but the backlite can still be a challenge to find. Many interior items are reproduced and more are coming, but Steve says, "Bucket seat frames aren't." Additional parts that he says are increasingly difficult to locate in good used condition include the grille, console, bucket seats, dash-panel trim, 1964 Futura and Sprint tail panel ornamentation, and 1965 "Sprint" exterior emblems and decklid trim.

DRIVEABILITY UPGRADES

Several mild modifications can improve your Falcon's driving experience and safety and/or reduce maintenance. Steve suggests installing radial tires, electronic ignition, a dual master cylinder, front disc brakes, three-point seat belts, intermittent wipers, halogen headlamps, aftermarket stereo, and an alternator to replace the generator (in 1964 models). Dick adds that since new

REPRODUCTION PARTS PRICES

1964 dashboard wiring harness ..	\$560
Console lid	\$125
Dash pad	\$240
Fender, left or right (each)	\$495
Hood	\$525
Lower control arm (complete assembly)	\$50
Rear bumper	\$350
Rocker panel moldings (pair)	\$170
Tachometer	\$400
Wire wheel covers (set of four)...	\$322

13-inch tires aren't easily obtained anymore, you may want to upgrade to 14-inch rolling stock.

CONCLUSION

Steve and Dick suggest you join a Falcon club even before purchasing one, so you can begin to benefit from the camaraderie and knowledge base it offers to help you make a more informed decision. Dick warns, "Before you buy a car, decide how you plan to enjoy it, so you don't end up with one that's not suited to your needs."

Since Falcons are fairly basic in design and engineering, they're easy to work on, offering those with even a modicum of mechanical ability the satisfaction of completing a variety of maintenance and repair tasks on their own if they so choose.

Sprint convertibles (4,278 built for 1964 and 300 for 1965) and hardtops (13,830 for 1964 and 2,806 for 1965) are still affordable when compared to other collector cars of the day, but command the higher prices within the Falcon line. Fortunately, with hundreds of thousands of 1964 and 1965 Futuras and base Falcons built, there are still plenty of bargains out there.

Though ultimately overshadowed by the Mustang, the Falcon's design and engineering simplicity, light weight, and small-displacement engine choices still make it a stylish vintage ride that will draw attention today, yet remain economical to buy and drive. 

WHAT TO PAY

	Low	Average	High
1964 Futura 170, two-door hardtop	\$8,000	\$11,000	\$22,000
1964 Sprint 260, two-door convertible	\$15,000	\$24,000	\$43,000
1964 Sprint 260, two-door hardtop	\$10,000	\$19,000	\$34,000
1965 Falcon 170, two-door sedan	\$4,000	\$7,000	\$16,000
1965 Futura 170, four-door sedan	\$4,000	\$6,000	\$17,000
1965 Sprint 289, two-door hardtop	\$10,000	\$15,000	\$31,000

PROPOSAL 1 BY-LAWS AMENDMENTS

PROPOSED CHANGES

PROPOSED DELETIONS

4.5 Duties, Responsibilities and Powers of the President, Vice President, Recording Secretary and Treasurer are as follows and as set forth in more detail in the Officer and Director Handbook

4.5.1 President/[Chair of the Board](#)

4.5.1.1 Overall management and administration of the FCA through the Board of Directors

4.5.1.1 General Charge and Supervision of the activities of the FCA

4.5.1.2 Improvement of the FCA through increased publicity, activities and status.

4.5.1.3 Coordination of the FCA functions with other clubs as required.

4.5.1.4 Promote FCA social activities.

4.5.1.5 Chair Board of Directors meetings, Officers Meetings and Business Meetings.

4.5.1.5 Chair Officers Meetings and Business Meetings.

[4.5.1.5 Chair Board of Directors meetings, Officers Meetings and Business Meetings.](#)

4.5.2 Vice President /[Member of the Board](#) is an alternate for the President in the President's absence.

4.5.2.1 Serves as an alternate for the President in the President's absence. Assist in implementing FCA policy.

4.5.2.2 Assists in implementing FCA policy. Chair special committees.

4.5.2.3 Chair special committees as appointed by the Board of Directors.

[4.5.2.3 Chairs special committees as appointed by the President.](#)

[Submits quarterly reports to the President, Board of Directors and Regional Directors.](#)

- 4.7 Duties, Responsibilities and Powers of the Board of Directors are as follows:
 - 4.7.1 Manage the activities and affairs of the FCA and resolve issues brought to its attention by the President or Vice President.
 - 4.7.2 Hold annual, regular or special meetings.
 - 4.7.2.1 Plan and conduct annual meeting at the National Meet.
 - 4.7.2.2 Ensure a quorum of a majority of Directors then in office is in attendance for conducting FCA business.
 - 4.7.2.3 Select a chair and secretary for each meeting. The chair and secretary may be the same person.
 - 4.7.2.4 President and Vice President shall attend Board meetings if they are available but shall not be entitled to vote.
 - 4.7.2.5 May conduct a Directors only meeting.
 - 4.7.3 Through the President, Grant or assign additional duties, responsibilities and powers to the elected, appointed, and volunteer officers. These duties, responsibilities and powers will be enumerated in the Officer and Director Handbook.
 - 4.7.4 Approve the terms and the form of contracts to be entered into by the FCA and contractors.

PROPOSAL 2 BY-LAWS AMENDMENTS

PROPOSED CHANGES

PROPOSED DELETIONS

- 5.1 The FCA schedules at least one "National Meet" for the Falcon automobile on the 3rd weekend in July. Another weekend may be **scheduled** subject to approval from the **Board of Directors**.
- 5.2 The following meetings are held at the National Meet.
 - Board of Directors
 - Officers
 - Business
- 5.3 Parts may be bought, sold, or traded at the National Meet.
- 5.4 Joint meets with other clubs **may be** scheduled **if approved by the Board of Directors**.
- 5.5 **Current Membership is required to participate in award competition, voting, meetings, and awards banquet.** Public viewing and Falcon display is welcomed at **the National Meet**
- 5.6 Vehicle judging is done by registered participants using a people's choice ballot.
 - 5.6.1 **Mandatory** Awards consist of:
 - Longest Distance Driven
 - Best Stock Falcon
 - Best Modified Falcon
 - Best Light Modified Falcon**
 - Daily Street Driven**
 - Diamond in the Rough**
 - Concourse Master**
 - Modified Master**
 - Light Modified Master**
 - Oldest Falcon
 - Ladies' Choice - Claude Daniels
 - Chapter Participation
 - Individual class winners – **suggested but not required in each sub class A thru ZZ**
 - 5.6.2 A standard sized and designed award, as set by the Board of Directors for all class winners, is used at the National Meet. This award is unique to the National Meet and may not be used anywhere else. **[The Board of Directors may approve a non-standard sized and designed award for all class winners.]**

[5.6.3 Standard FCA National Meet Categories

5.6.3.1 Stock Category

Falcons entered in this category **should** maintain a high percentage of authenticity. Most common and accepted modifications in this category are custom or aftermarket wheels combined with radial performance type tires (rather than bias ply). The other noted and accepted modifications are "Sprint" or "Cobra" type air cleaners and valve covers. These two modifications are felt to be acceptable because perhaps the OEM, bias ply tires are not available in the correct sizes and radial tires add a definite safety factor in traction, handling and braking. The newer sized of radial tires also require a rim width that is wider than the stock Falcon wheel. This is the reason many owners choose to run the 14X6 Magnums or 14X7 Magnums in combination with a 70 series radial tire.

The Sprint and Cobra engine accessories are recognized as "True" Ford parts and could be purchased "over the counter" from any Ford dealership. Details really stand out in this category. The engine compartment is clean enough to eat off in his vehicle, be it a 144/170/200 six or a 260/289/302 eight. It will be detailed to the max. **No glaring modifications are anywhere on this Falcon.** It just looks a little better than the original, the way it would have if Ford could have "hand built" each one individually.

You may see these Falcons on trailer or driven on a nice day. Several cars of this quality may even be driven on long trips. All in all, these Falcons are built for "Show or Go." At local cars shows across the nation these cars are bringing back the memories of the car that started it all, and bringing home the "gold" to boot.

STOCK CATEGORY					
Class	Body Style	Year	Class	Body Style	Year
A	Sedan	60-63	J	Convertible	64
B	Sedan	64-65	K	Convertible	65
C	Sedan	66-70½	L	Station Wagon	60-65
D	Sport Coupe	66-69	M	Station Wagon	66-70
E	Hardtop	63	N	Ranchero	60-63
F	Hardtop	64	P	Ranchero	64-66
G	Hardtop	65	Q	Sedan Delivery/Van	61-67
H	Convertible	63			

5.6.3.2 Daily/Street Driven Category

This category is perhaps the most important to the future of the FCA and the value of all Falcons. As the name implies, **this category is for those special Falcons that you see on the street every day!** These Falcons are driven at least three thousand miles per year, rain or shine. They are not "Parade Cars" or "Museum Pieces." They take Dad to work and Mom to the grocery store. They are often the son's or daughter's first car and are depended on to get them to school every day. Then have felt the pain of parking lots and careless drivers. They are the cars left outside to make room for Mom's new Taurus; they are also the ones that will start when the new one refused to face the cold of winter. Definitely not a show car, but for sure a winner! You won't find a show quality paint job on this Falcon. Maybe a nice set of wheels like Magnums or even steel wheels and not quite show quality hubcaps. The engine compartment may or may not be detailed. In all cases it will be as clean as one can keep it. Remember this car is used as it was intended. Several modifications that improve dependability may even be evidenced on this "driver." Maybe an alternator sits where a generator once resided. One can easily understand wanting a dependable charging system! The beauty of the Falcons in this category is not that they are perfect. They are well-maintained attractive vehicles willing to take their proud owners across town, to work, grocery shopping, or wherever they want to go.

DAILY /STREET DRIVEN CATEGORY		
R	Sedan	60-70½
S	Hardtop	63-65
T	Convertible	63-65
U	Utilities	60-67

5.6.3.3 Diamond in the Rough

This category is for the Falcon that obviously needs work or is in the process of being restored. It may or not be drivable. It may be in primer or still have the old paint job. The interior may be tattered and torn or partially finished. The bodywork is not completed. The engine needs work. Anyone looking at this Falcon can see it does not fit in any of the other categories but has potential some day.

DIAMOND IN THE ROUGH CATEGORY		
V	Sedan	60-70½
W	Hardtop	63-65
X	Convertible	63-65
Y	Utilities	60-67

5.6.3.4 **Lite Light Modified Category**

This Category is for that Falcon that retains the stock appearance but has been mildly modified to improve the safety, performance and drivability/handling.

Falcons entered in this Category might have disc brakes with dual master cylinder, rack and pinion steering that has been bolted in place, overdrive transmission (manual or automatic), aftermarket intake and exhaust manifolds, aftermarket wheels and tires, reclining bucket seats with original design upholstery material, aftermarket steering wheel, gages or consoles. Even a small block Ford stroker engine. These mildly modified Falcons should not have any body modifications such as wheel tubs, louvers or hood scoops. These mild modifications could be easily reversed returning the Falcon to a stock condition. The Falcon entered in this Category will probably be very detailed inside and outside.

LIGHT MODIFIED CATEGORY		
AA	Sedan	60-70½
BB	Hardtop	63-65
CC	Convertible	63-65
DD	Utilities	60-67

5.6.3.5 **Modified Category**

This category is wide open! You will find Customs, Sleds, Racers, Chopped Tops, Full Frames, Tubs, 4-Wheel Disc Brakes, Monster Tires and a host of other tempting modifications. Engines may be carbureted, fuel injected small block, or even a blown big block. In either case, you bet it is well detailed and more than likely "Bad to the Bone." No engine modification is considered extreme, although all entries must be all Ford powered. Absolutely no Brand X. Paint schemes will vary as much as engine choice. We're talking metallic, pastels, flames, graphics, murals or a super smooth single color over rolled pans, filled seams and a sunken antenna. Interiors may be as stark as a race car or as plush as a new Continental or Town Car. In all cases, the interior will be fitted to suit the owner and fully functional for the application. "Modified" best describes this category.

5.6.3.6 **Concours Masters Category**

This category is for the "Purist." Falcons entered in this Category will have won the Best Stock Falcon award in any of the three previous FCA National Meets. The Falcons entered here will really open your eyes and make your mouth water. These

cars are as correct as one can possibly make them, right down to the smallest detail. Nothing fancy but all exactly like the factory built it. Correct interior, correct paint color, correct engine transmission combination, everything the factory data plate indicates is correct. It may have just received a ground-up restoration, or it could be a low mileage original. In all cases, these Falcons are the **"Best of the Best."**

CONCOURS MASTERS CATEGORY**	
All	60-70½

5.6.3.7 Modified Masters Category

This Category is for the "Mild to Wild." Falcons entered in this Category will have won the Best Modified Falcon award in any of the three previous FCA National Meets. These Falcons have been modified either lightly for safe driving, performance or convenience such as modern engines and drivetrains while retaining the stock look; or heavily modified such as wide slicks, custom bodies or blown engines. The sky is the limit. Quality workmanship and attention to detail make these Falcons the **"Best of the Best"**.

MODIFIED MASTERS CATEGORY	
All	60-70½

5.6.3.8 Light Modified Masters Category

This category Falcons entered in this Category will have won the Best Light Modified Falcon award in any of the three previous FCA National Meets. These mild modifications could be easily reversed returning the Falcon to a stock condition. The Falcon entered in this category will probably be very detailed inside and outside.

LIGHT MODIFIED MASTERS CATEGORY	
All	60-70½

Keep in mind; although the Categories will remain constant, the guidelines are just that... guidelines! **Except for the Concours, Modified Masters and Light Modified Masters Categories, those that register at a National Meet are free to enter in the Category that they feel best fits their Falcon. Falcons entered in the Concours, Modified and Light Modified Masters Categories shall be restricted to the cars listed in Sections 5.6.3.4, 5.6.3.6 and 5.6.3.7.**

5.6.4 Standard Car Classes for National Meets

These are **MINIMUMS**. The hosting chapter may at its discretion add classes if the situation in their area calls for it. This requires prior approval of the Board of Directors.

** The Concours Masters, and the Modified Masters and Light Modified Masters Categories are non-voting categories. All pre-registered entries receive an Appreciation Award. The Concours Masters Category will consist of the winning Falcon from the "Best Stock Award" in any of the three previous FCA National Meets. The Modified Masters Category will consist of the winning Falcon from the "Best Modified Award" in any of the three previous FCA National Meets. The Light Modified Masters Category will consist of the winning Falcon from the "Best Light Modified Award" in any of the three previous FCA National Meets]

5.7 No public consumption of alcoholic beverages is permitted.

5.8 [

5.8.1 Written submission for insurance is sent by the host chapter to the FCA Membership Secretary.

5.9 The Chapter Participation award shall be presented based on the following standards:

5.9.1 The hosting chapter or chapters shall not be eligible for the Chapter Participation award.

5.9.2 Members who belong to multiple FCA Chapters shall only be counted in their home chapter.

5.9.3 The count for this award shall be based on the number of registrations per chapter. To be counted, the registration packet must be picked up and the member must be in attendance at the National Meet.

5.9.4 Members may submit and pay for separate registration forms for each car and/or family member.

BLAST FROM THE PAST

JULY 2010

31ST NATIONAL MEET • DEARBORN, MICHIGAN

PHOTOS BY PHIL WARREN



31ST NATIONAL MEET
DEARBORN, MICHIGAN



THE IMP

FEBRUARY 1962
FORD TIMES



The Imp and Falcon Wagon are a pleasing combination.

It's a boat. It's a carrier. It's an Imp!

The trailer attached to the Falcon wagon above was called the Pak-Craft Imp. The boat unfolded and detached from the trailer to become a fast nine-foot pram which could handle outboard motors of from 7½ to 10 hp. It had a beam of 67 inches and weighed 130 pounds.

When the rig was being hauled, the space under the boat could be used as a waterproof luggage compartment. This sleeper-boat was made by the Carrier Craft Corp. of Newfield, New Jersey. When on its trailer, the Imp served as a weather-proof cargo carrier. The total weight, including trailer, was 246 pounds. The Imp was manufactured by the Pak-Craft Company Pasadena, California.



It's a luggage carrier or... it's a boat.



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FALCONS FOR SALE

1964 Falcon convertible. 60 V-8, two-speed automatic. Has been restored, body/paint are excellent, fun daily driver! Spent \$24K in restoration. Selling for \$21,995 OBO. Keith, 406-439-0439 (Montana), or keith@mtagc.org for photos and more information, or view Helena Craigslist. MT. 210624

1964 Ford Falcon Sprint convertible. This car is all original and in excellent condition. It is an automatic with 260 engine. It is red with a black convertible top (in very good condition). Recently put in new heater core, front shocks, new carpet, etc. Has 02200 miles. Kept in garage for the 25 years I've had it. I live in Maryland. Contact Norman at 410-596-1116 or norman147@comcast.net. No text. Asking \$17,000. MD. 210602



I recently acquired a **1960 four-door Falcon**, I am in no position to finish the restoration of the vehicle, I have been searching on Google and I was very lucky to have found your site. I would like to make sure a buyer will genuinely want to finish the vehicle. Jerry Marks, 385-722-0881, Jerryskram@gmail.com.



1963 Ford Falcon Futura Sprint convertible, 289 automatic. Factory wire hubcaps now on car. Award winner located in Springfield, MO, \$19,000 For more information, please contact Kirby at 816-223-6899. 210704



1965 Ranchero with four-bbl V-8 and C4 auto trans. Has extensive body rust but comes with many patch panels and other parts for restoration. Can e-mail complete list of parts upon request. This is a project car but does run well. Front windshield cracked but comes with a new windshield and gasket among other parts,. \$5,900. Contact Steve at SteveWT324@aol.com. Long Beach, CA. 210701



PARTS FOR SALE

Very nice grille for Mercury Calinte and very nice tailgate for Mercury Comet station wagon with 4½ inch extra wide chrome with COMET letters on it. From small to large, I have a wide variety of parts for 1960–65 Falcons including hoods, fenders, chrome, door hinges and more. Bob, 806-683-3550. TX. 210799

Parting '60-'65 Falcons. 14 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Call Steve, 360-430-0143 WA. 210718

The following are from an original '64 Fairlane 260, good used condition: Autolite 2100 1.01 C4OF-AK carburetor, 1.01 Venturi, fully functional, 1.01=240 CFM, comes with OEM aluminum spacer block \$85. Four-blade radiator fan, C2OA-8600-B, 17½" diameter, standard steel blades, center hub hole 5/8" diameter, straight, no heavy rust, no cracks, believed to be Ford PN C2OA-8600-B, comes with spacer, which appears to be aluminum and may be Ford part number C2OZ-8546-D, \$55. Items worked fine when pulled from vehicle; photos available; all uncleaned condition for full disclosure; buyer to verify applications and pays shipping; Thank you. Chris Parsons, indeoconfidimus@gmail.com, NJ. 210523

1964 Falcon Sprint Convertible parts: windshield trim, clean some pitting here and there, \$50; side trim was on car when blasted, might be able to be buffed out, \$200. Radio is untested, good for a core, \$25. Interior arm rests/door pulls, \$50 for pair. Rocker stainless trim, decent condition, \$100. Complete unmolested steel dash, windshield frame and wiper cowl; currently all together, but can cut up depending on needs, \$150.

Complete convertible top mounting brackets, still attached to floor and wheel tubs. Complete section with partial frame rails, \$150 Trunk, dented with filler mostly removed, \$50. Shock towers clean, \$50 ea. Door hinges, \$20 ea. Convertible top Mechanism mounting brackets \$100 pair, Hood hinges, \$50. All prices are OBO. Please email for more details or photo requests. Located in the Chicagoland Area. Can meet or deliver parts for gas and mileage. If interested, make an offer. Most parts are on Chicago Craigslist as well for photos. Large parts can possibly be brought to Texas for Nationals. Owen Bassett, futura65@comcast.net. 210715

1960–65 Falcon and Comet radios, good looking, tested and working, \$150–\$250 each. 1960–66 Falcon seatbelts, OEM and period aftermarket, many colors/condition levels; getting hard to find, \$60–\$300 per set. Four-lug 14" wheels, \$60 each, set of five, \$275. Four-lug 13" wheels \$25 each, or five for \$110. Five-lug 13" wheels, \$60 each or five for \$275. Five-lug 14" wheels \$65 each, set of five for \$280. 14" Falcon wire hubcaps (small spinners): #4 driver quality to #1 top condition, \$175–\$550 set of four. 14" wire hubcaps, (large spinners): #4 driver quality to #1 top condition \$175–\$550, set of four. 1960-67 Falcon station wagon tailgate cranks, driver quality to NOS, w/keys, working, \$225–\$500 each. 1960–61 grilles: driver quality to NOS, \$75–\$350. Dagenham four-speed bellhousing/clutch fork, \$75; Complete working Dagenham four-speed w/shifter \$750. T-10 four-speed, complete and working, buildable, narrow pattern \$495, with complete shifter and trans. mount, \$695, with pedals, four-speed column, bellhousing, starter and clutch, \$1195. 1964 five-bolt C-4 complete w/starter, dust covers, torque converter and Falcon tailshaft housing; came for a 80K

mile car, \$495. NOS 1965 grille, headlight doors and emblem, \$1965. 1964-65 NOS remote control mirror w/matching NOS right side mirror, \$495. "Driver" Quality Grills: 1962, 1964-66, +1968-70, \$100-\$300 depending on condition. 1960-61 Comet dash clusters, nice condition, (2) to choose from, \$225 ea.; 1962-63 Comet gauge cluster, "driver" chrome \$150. 1966-'70 NOS cigarette lighter elements (4), \$60 each. 1966 Ranchero sheet metal: three sets of doors, ('66 Ranchero only), \$100-\$300 each, three tailgates, \$200-\$500 each, stick shift pedal assemblies. \$250, three '66 Ranchero only rear bumpers, OK driver quality to good cores, \$150-\$300, '66 Ranchero rear bumper brackets, \$125 a pair; cowl grill covers, \$75 ea.; '66 Ranchero bed trim, two complete sets, one drilled for bed cover/one stock, \$350-\$500. Lots of small parts for '66 Ranchero and 1970½ Falcon/Torino We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. All prices are plus shipping. Call or email Lenny Kellogg at lenkellogg@lpbroadband.net or 970-593-1964 or visit us at kelloggsgarage.com. CO. 210621

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- FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.
- Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. June 10 is the deadline for the July printed issue. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. FCA reserves the right to refuse advertising from any person or business.

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July 7-10, 2021

2021 FALCON NATIONALS

Irving, Texas

Hosted by Heart of Texas Chapter

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Northeast Regional Meet

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September, 2022

Keystone Regional

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to:
editor@falconclub.com and admin@falconclub.com.



JULY 2021



July 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 CANADA DAY	2	1	2	3
4 INDEPENDENCE DAY	5	6 National Fried Chicken Day	7	8	9 2021 FALCON NATIONAL MEET IRVING, TEXAS	10
11 World Population Day	12	13	14 BASTILLE DAY	15	16	17
18 National Ice Cream Day	19 National Get Out of the Dog House Day	20	21 National Hot Dog Day	22	23	24
25	26	27	28 Buffalo Soldiers Day	29	30 International Day of Friendship	31